

Intimations.

Wm. Powell, Ltd.,

GENTLEMEN'S OUTFITTERS

NEW GOODS

SOFT DRESS-

SHIRTS

VERY LIGHT WEIGHT

PERFECT FITTING.

NEW

CELLNETT

UNDERWEAR

COOL

SAFE

DURABLE.

BATH

ROBES

LARGE ASSORTMENT.

NECKWEAR

Exclusive Designs

Specially Selected.

ART SHADES

IN

CREPE DE CHINE

IRISH POPLIN, ETC.

EVERYTHING

FOR

GENT'S WEAR.

Wm. Powell, Ltd.,

28, Queen's Road.

(Opposite Clock Tower.)

Intimations.

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley on SATURDAY, the 17th September, 1910, commencing at 1.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. O. MASTER,

Hon. Sec. and Treasurer.

Hongkong, 15th September, 1910. [599]

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will take place in the CLUB BATH on the 22nd, 23rd, and 24th inst. The Half-Mile, to be swum in the open, is for the Championship of the Colony. Entries close on the 17th inst. Entry Forms obtainable from the Secretary.

FRANK LAMBERT,

Hon. Sec. et al.

Hongkong, 10th September, 1910. [596]

G. R. TENDERS.

TENDERS are invited for the SUPPLY of

TIMBER, TIMBER MATERIALS, and S.P.A.S. to H.M. Naval Yard for one year from 1st November next.

Forms of Tender may be obtained on application to the Naval Store Officer.

The right is reserved of rejecting all or any Tenders, and of accepting any portion of a tender.

EDGAR WATTS,

Naval Store Officer.

Hongkong, 10th September, 1910. [595]

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES, and ILLUSTRATED PERS are required for the use of the Troops leaving here next month in the S.S. "Robilla" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at S. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910. [593]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

458

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by

A. CHEE & CO.,

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERSERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [418]

Public Companies.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, the 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 2nd September, 1910. [579]

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with Statement of Accounts to the 30th June, 1910.

TRANSFER BOOKS of the Company will be CLOSED from the 9th to 24th September, both days inclusive.

DOUGLAS LARPAK & Co., General Managers.

Hongkong, 3rd September, 1910. [581]

For Sale.

FOR SALE.

TWO SPORTING DOGS—Pointers—(Doy and Bitch), well trained. TRIAL LOAN of Animals to intending Purchasers.

Price: \$350.

For further Particulars, please apply to—

Seizant MADEIRA, Guis Fort, Marao.

Macao, 12th September, 1910. [598]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

11, D'ARLUX STREET, HONGKONG.

Hongkong, 3rd September, 1910. [597]

NOT A TRADER KING

"And then, I suppose, you take a trading schooner to the island."

The King smiled, and the thickest shade of scorn passed over his handsome features.

"Unfortunately, no," he said. "I should rather like to do that, but my own ship will be sent for me to Singapore—the royal schooner Arctica, and in her I shall sail to my destination."

"One more question, your Majesty—when do you enter into your kingdom?" "I sail to a month's time," was the reply. "I ship to Singapore, and then—"

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KING SIDNEY I. OF COCOS.

INFORMAL COURT INTERVIEW.

PRIVILEGES OF THE ISLAND MONARCH.

His Majesty Sidney I., the new King of the Cocos Keeling Islands, was in London on 10th ult. engaged over the administration of the affairs of the late King, his father, whose estate has just been proved at the value of over £200,000, exclusive of his properties in the islands.

The new King received a representative of the *Morning Leader* in the ante-room of a City office in Whitehall-avenue last month, and consented to be interviewed with a readiness that is remarkable, to say the least of it, on the part of a reigning monarch. The ante-room was bare and dusty, and there was no mark of royalty about it, except perhaps for the presence of six cardboard boxes, tall and shingled, and bearing the well-known trademark of Henry in Feuch. It is very evident that the crown in Cocos are of p-lashed silk.

King Sidney is a tall, spare young man of about 30, as brown as a beach-umb, with high cheek-bones, close-cropped black hair, a carefully-trained moustache, and soft, caressing voice. He was completely disguised as a City gentleman, in well-fitting clothes of grey, and patent leather boots. An enormous emerald glowed upon the little finger of his left hand—a jewel such as none but a King dare wear, and from his watch-chain dangled a medal of gold, struck in commemoration of the discovery of the Cocos Keeling Islands in the early days of the seventeenth century.

A LAND OF NO REVOLTS.

"Pray be seated," said his Majesty, producing an automatic cigarette. "The court I receive here is quite unofficial, I assure you. At the royal palace of New Selma it might be different."

"He waved his hand airily. "I am plain Mr. Sidney Clocius Ross here; and when I get to Cocos I shall have quite enough of kinglyship to last me a lifetime. I've true that when I am at home I shall be a king with more power than most monarchs, with a royal palace that cost a fortune to build, with my own laws to administer in my own way, and no Ministry to worry me."

"Are there ever any revolts in your kingdom?" asked the *Morning Leader's* representative.

The King smiled. "My old orders are as peaceful as my islands," he replied. "We have halcyon days and dreamless nights at home. The laws that my father, the late King, made, are comfortable laws, and never lay heavily upon the shoulders of the people; and now that I am King, I do not intend that they ever shall."

"So your police and your soldiery have an easy time of it?"

"In my kingdom," replied his Majesty, "there are neither police nor soldiery. I am chief magistrate and commander-in-chief as well as king just as my father was before me. I settle all disputes, civil, ecclesiastical, and moral. I may tell you that as 'their apparent' I ran the agency in my late father's absence, and so served a useful apprenticeship to the business I am now succeeding to. I think I've got the hang of the islands, so to speak, and I don't anticipate any trouble when I come to my kingdom. The principles of government have been simplified since my great-grandfather reigned as first king of the Cocos Keeling group."

"We're a strictly moral community. No drunkenness is allowed and beyond the little whisky that is doled out from the palace, no intoxicating liquors are obtainable on the islands. There was a time, not so long ago, when the natives manufactured their own fire-water. They brewed a concoction from coconuts, which they called 'palm toddy.' They got drunk on it—naturally drunk, and the result was a law prohibiting every possible variety of palm toddy. To-day, so far as I know, there isn't a drop of that toddy obtainable on the islands. But there is honest whisky to be got upon application in the right quarter, and the palace cellars are never empty of legitimate liquor."

ANGLO-ARABIC.

His Majesty went on to describe the principal "City" of the island group and its domestic life. New Selma is, in name, and its population is barely 750—all, with two or three exceptions, Malays, of whom Iain, the Queen Mother, is one. New Selma boasts a modern school in which Arabic and a little English are taught, and the young idea is trained in the tenets of Mahometanism, which is the religion of all proper Malaysians. A marrying and giving in marriage has to be done through the New Selma Registry Office—after his Majesty has approved of the union. To understand the divorce laws of the kingdom it is perhaps necessary to be a New Selman; they are a little complicated. Like his father before him, the new King was sent to Scotland (the home of his ancestors) to be educated.

"My father," said his Majesty, "was trained in Glasgow as an engineer. I specialised in nothing, but received a sound, general education. I don't think it is necessary for a king to specialise in anything—unless it is leadership, which is not easy to learn in class-room. Anyway, I haven't."

"One more question, your Majesty—when do you enter into your kingdom?" "I sail to a month's time," was the reply. "I ship to Singapore, and then—"

"And then, I suppose, you take a trading schooner to the island."

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I hope you will pardon the question, Mr. Ross, but is your Majesty married?

The brow of the King turned a shade deeper. "I am single—at present," he said, a little shyly.

It will be only in accordance with the fitness of things if King Sidney marries in the islands, as his forbears did. His grand-father married the beautiful S'pla Depong, a Malay of royal Solon blood, whilst the late king espoused Iain, "the dusky queen." These ladies both made model wives, and most queenly queens. King Sidney cannot do better than follow suit; there are plenty of dusky island maidens ready—and willing—to rule under the shade of the palm of Selma. And the new king is only 30.

STORIES OF ULSIER ETHER DRUNKARDS.

MAN'S BREATH SAID TO HAVE CAUGHT FIRE.

The vice of ether drinking is a serious subject which, nevertheless, gives occasion for the telling of some good stories by Dr. Wm. Calwell, of Belfast, in the *British Medical Journal*.

The habit is mainly confined to the hill country of Ulster, embraced by the southern portion of County Derry and the eastern portion of County Tyrone. At Magherafelt, according to one medical correspondent, the market-square reeked of ether on market days; and at another town in the ether area, "the bank office used to be stopping with it on market days." Half-pint bottles are openly supplied in Maghera, states the correspondent for the *Coleraine* district; and a dispensary doctor in Omagh declares that "scarcely a house in the district but would smell of ether."

The stuff is so cheaply made that the current price for a penny per "dram" affords a handsome profit.

RESULT OF TETOTAL MOVEMENT.

A thoroughly Irish explanation of the origin of the custom is quoted, to the effect that it was in consequence of the tetotal movement of Father Mathew. It was considered allowable to take ether, although not whisky.

Better supply is found, however, for the theory that it was introduced from Glasgow some 60 years ago by a medical man who had studied there. An epidemic of cholera in that city in 1848 drove two or three Ulster natives back to their homes, and they took a cholera specific along with them, which they found "comforting." The medical man referred to, knowing that the comfort proceeded from ether, laid in a cask, he made his fortune, and the habit began.

A Castleberg doctor tells how, as a boy, he was taken to a cottage where ether drinking was in full swing. The house was crowded. A pennyworth of ether was measured out, and the great amusement was to see the tyro attempt to drink it. His vapor generally got into his nostrils, then he sneezed and coughed, and was nearly suffocated, and this contributed to the general hilarity.

HIGHLY DANGEROUS.

The effects of ether drinking come and go very rapidly. An ether inebriated man can get drunk and sober several times in one day. The same chronic degenerative results, as in chronic alcoholism, do not seem to occur; but the habit is highly dangerous in its immediate effects.

An amusing story is told of an ether drinking farmer whose breath caught fire as he was lighting his pipe. He was rather severely burnt about the face and head.

The intoxication is, as a general rule, wider, more maddening, and more dangerous than alcoholic intoxication; the drinker becomes hysterical and takes to dancing, shouting, and gesticulating. One doctor had the outer table of his skull fractured by a patient in acute ether intoxication. The effects pass off in an hour or so, and the stage of depression rapidly follows.

A good story is introduced illustrating the cunning of the hill people of Ulster.

A farmer from the mountains came into the chemist's for a box of ointment for itch; he begged about the price for some time, and finally agreed to pay 1s. for a box of a certain size; the wide-mouthed ointment jar was put down on the counter, and the dispenser filled the box and turned aside for a moment to write directions; when he returned he noticed the farmer with his hand behind his back. The shilling was paid, and the farmer departed with his box. The dispenser then went to put the jar back to its place, and saw that it had been nearly emptied, and the marks of the farmer's four large fingers were clearly engraved on the little ointment jar; he had scooped the jar nearly empty with his hand, which he then coolly put behind his back.

Outside this small district there is no ether drinking in Ireland, but it prevails to a much smaller extent in Liverpool, Glasgow, and Bradford among the mill operatives, and in Durham among some of the miners' wives.

THE WEATHER.

On the 14th at 12.05 p.m.—T.C. barometer has fallen slightly in Japan and risen on the China coast, particularly in the North.

Areas of low pressure are lying to the N.E. Japan and over the Sea of Japan.

Pressure is high over the Pacific between the Bonin and Formosa, and relatively so over N. China, where N.E. monsoon conditions appear to be settling in.

Hongkong Rainfall for the 24 hours ending 10 a.m. to-day, 0.33 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.E. and E. winds, moderate; showery.

2.—Formosa Channel, E. and N.E. winds, moderate to fresh.

3.—South coast of China between Hongkong and Lanchow, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

HONGKONG AVERAGE MARKET PRICES.

Corrected 8th Sept., 1910, 100 lbs. per 5 Mts.

BUTCHER MEAT.

Beef—Prime cut—Moi Lung Pa 30

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND.

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 14, 1910.

WATERING-CART BULLOCKS.

At the Sanitary Board yesterday there was a discussion of a rather remarkable kind. But of course that is no new thing where the Sanitary Board are concerned. It will be remembered that quite recently that body decided upon the introduction of bullock labour for its street-watering carts and imported animals accordingly for haulage purposes. So far, the bullocks have been having a pretty easy time of it, considering that we have had rain almost every day of late, thereby doing away with the necessity of every day watering by artificial means. But as it happens, some ultra compassionate member of this community has been complaining to the Board President, Mr. Wolfe, that the treatment which the bullocks undergo in the course of their daily work approaches the inhuman, and due cognisance has been taken of the complaint, with the result that changes by the sanction of the Board are about to be effected. We are all acquainted with the Biblical precept about "His yoke being easy" and therefore not liable to abusive speech or condemnation. In Hongkong, it seems, the hearts of some citizens are not so flinty as was the case in ancient Israel but on the contrary are soft as the clay in the potter's hands. The President of the Sanitary Department explained to the members in a written minute that the Department were practically losing the full benefit of bullock traction by using two-wheeled instead of four-wheeled carts. It would entail a considerable saving if four-wheeled carts were introduced; and to this experiment he took it that members would have no objection to raise. The objections taken at the last meeting at which the subject was discussed were to the dangers connected with the rotary sprays. If attached a minute by Inspector Reidie explaining the working of these rotary sprays, but he did not wish to press the innovation. If members considered that the box-spray or the ordinary spray as supplied to the present carts would be more effective and less liable to get out of control it could be affixed to the new cart. The latter should, however, be of the four-wheeled type to save time and further to enable them to gain the full advantage of the new form of traction. Anyone who has lived in India or in Malaya, where

bullock traction is practically the only form of haulage, knows that the two-wheeled carts are common to the country and that the four-wheeled variety is almost unknown. Why the Sanitary Board should be so superstitious in this matter it is difficult to imagine. As well denounce a horse's collar because it galls the shoulder. Yet this is what the Colonial Veterinary Surgeon intimated:—"The present cart took 200 gallons or about 2,000 lbs. of water. It was two-wheeled and therefore part of the weight must be carried by the bullocks on the necks. As the water moved while being carried so did the weight on the animal vary, and especially so on uneven surfaces or when turning. A certain weight must always be on the neck so as to prevent the cart tipping up. Only a narrow track was watered necessitating the use of more carts and bullocks to water a given surface. With four-wheeled carts taking 400 gallons there was no weight on the bullocks at any time, turning was easier owing to the larger wheel base, more than double the width of the street was watered and fewer carts and bullocks were needed. With both carts the whole weight was only to be moved at the beginning of the journey, and as the carts proceeded, the weight lessened. On fairly level roads the amount of work done by each pair of bullocks in the two-wheeled or four-wheeled carts would be practically the same. In the four-wheeled carts there was a heavier pull, but this was compensated for by the absence of sagging of the load and by the less wear and tear on the bullocks' legs and feet through having less weight to carry, and in downhill work by the brake doing the holding back instead of the bullocks." After considerable discussion the Board agreed to purchase four-wheeled carts in place of the two-wheeled vehicles at present in use and so as usual the ratepayer will have to pay the piper while our Sanitary authorities call the tune.

CANTON DAY BY DAY.

AMUSEMENT.

[From Our Own Correspondent.]

Canton, Sept. 13th. Showmen does not shroud with amusements and it is with much pleasure that the residents here have seen the "express" which announced the coming arrival of Mr. Warwick's Major's dramatic company. The first performance will be held on the 15th inst., and the piece selected is "Jane." There will be another performance on the 16th inst., when the play presented will be "Are You a Mason?" The company is bringing its own selected orchestra and there is every prospect of record attendances in the Canton Club Theatre where the performances are to be held. Messrs. Watson & Co. are agents for the sale of tickets which are priced at 4d and 5d.

AMERICAN CONSULATE. The American Consulate is about to be moved to more commodious quarters in the Central Avenue. The present Consulate is a fairly suitable building and the re-decoration and re-fitting of the new office of the representative of the Stars and Stripes is proceeding rapidly. OTIUM IN NOBILIS. It is stated here that the British Minister at Peking has sent a despatch to the Lord of Foreign Affairs (Wai-wu-pu) denouncing the Viceroy of the two Kwang Provinces withdrawal of the proposed tax on the prepared drug. It is further stated that as yet the Board have refrained from replying.

THE CANTON JUVEN. The Fund, of which the natives here are so proud, now extends from Tai Shai Tiau (the Canton-Kowloon Railway) to the Yuet Hoo Railway Ferry Station. Negotiations for the extension of the Fund have now been completed and work has been already begun. The present project is to extend the Fund along Sha Koi to Wong Shu where the chief station of the Yuet Hoo Railway is situated. If this is ever carried to completion it will be a fine road of over 4 miles in length. The authorities desire to lay an electric tramway along this road, but it is not yet decided if this is done it is sure to be a success. Anything in the way of machinery causes great interest in this city and there is a positive want among students nowadays to become engineers. Another scheme for the improvement of the City has lately been mooted and that is the demolition of the City Wall and the construction in its place of a properly micromedical road of suitable breadth. The matter has been submitted to the authorities in Peking and as yet no settlement has been arrived at.

AN INCOMPETENT MAGISTRATE. The Blue Task district must be anything but a desirable place in which to reside. During the eight months odd that have elapsed since the New Year no fewer than three hundred cases of robbery have occurred within the district. This district is also one of the happy hunting grounds of the secret societies with which South China abounds and the gangs are getting greatly increased at the state of affairs. The blame is laid at the door of the magistrate Chan, who is accused of laziness, want of zeal and other forms of incompetence. It is truly a hard task to be a ruler in China. If a magistrate enforces the power of the law he is blamed for his severity; if he is idle and lets things run on in their own sweet way he is blamed for incompetence.

BLACKMAIL AND VIOLENCE. The police at Fatsien have recently been the recipients of complaints from fourteen merchants all of whom have received blackmailing letters from "various gangs of robbers." Some of these traders have reported that, out of fear for their lives and property they have sent the sum demanded while others have simply appealed for protection from the authorities. One man who refused to pay the sum demanded of him experienced a most unpleasant surprise. During the hours of darkness a loud explosion was heard and the inmates of the house rushing out in alarm found that the door and a great portion of the front of the shop had been blown down by dynamite. It is wonderful to relate that nearly all these robber gangs are well provided with this deadly explosive and its use is even on record in clan fights between obscure villages. Where they get it from is a mystery and how, in smuggling it into the country they elude the vigilance of the Customs authorities is a mystery still more obscure. But such a system of organized blackmailing should exist, in itself, a commentary on the weakness and inefficiency of the Provincial Government.

LOCAL AND GENERAL.

Mr. S. P. Sains, an old resident in Hongkong, returned to-day after a year's absence in Bombay.

MAJOR L. E. D. Dykes, R.G.A., from No. 3 Detachment, has been appointed to No. 38 Company at Hongkong.

Six Thomas Sutherland, O.C.M.G., LL.D., entered on 16th ult. on his 77th year, having been born at Aberdeen on Aug. 16, 1834.

At an extraordinary meeting of Ayer Knies shareholders it was decided to confirm the increase of capital from \$150,000 to \$450,000.

LADY Mody, wife of Sir Hormusjee P. Mody, and daughter arrived from Bombay, by the English mail Delhi this morning. We believe they will make a short stay in Hongkong.

A FOURTEEN-year-old native youth was awarded six strokes with the birch and 48 hours' detention at the Magistracy this morning for stealing 30 catnies of gypsum worth 30 cents from a shop coolie.

An office-boy in the employ of the Lunatic Asylum and a native with no occupation, were charged at the Magistracy this morning with obtaining the sum of \$10 from a shop-keeper with intent to defraud. Each of the defendants was sentenced to three months' hard labour.

At the monthly meeting of the Pharmaceutical Society of Great Britain held on 3rd August, it was intimated that the Colonial Office had forwarded a copy of a new ordinance for Hongkong, the object of which was to secure the right to search premises where poisons were suspected of being kept in Hongkong.

KANG On, the well-known local contractor, was charged in the Police Court this morning with conveying 250 lbs. of dynamite with detonators packed in a box without having labelled "dangerous." Defendant told the Magistrate that he was taking the explosive to the Cheung-shan Waterworks but Inspector O'Sullivan informed his Worship that defendant's permit had expired. A fine of \$10 was imposed.

THE SEAMEN'S INSTITUTE.

COMMODORE EYRES' APPRECIATION.

Soon after the arrival of Commodore Eyres in Hongkong, he took occasion to visit the new magnificent Seamen's Institute at Wanchai. That visit was in company with the Bishop of Victoria, Sir Hormusjee Mody, the magnificent donor of the building, Hon. Mr. W. Chatham, C.M.G., and others. A report of the official naval visit appeared in the Hongkong Telegraph at the time. We also stated that the Commodore with his inspection that he promised to write to the Bishop in reference to that visit. The Commodore's letter to his Lordship has been communicated to the Press. It reads:—

My dear Bishop of Victoria, I write these few lines to tell you how much I was impressed by the Seamen's Institute, which I had the pleasure of inspecting under your auspices. I have long been convinced that of all the many works which are undertaken with social improvement in view there are none which so well repay the efforts expended as the Institute for Merchant Seamen with the churches and chaplains established by the Merchant Seamen's Society. Though one of the most useful and deserving classes of the nation, they have, I think, shared least in the general rise in the standard of living and comfort which has taken place in about 30 or 40 years, and by reason of the nature of their occupations it is more difficult for the church to do her duty by them than by almost any other class of men. These facts give extraordinary value to the work of the Society and its chaplains.

I was very much impressed with the Institute at Wanchai, its splendid building, the attractive and comfortable accommodation for the men and the good sense with which all the arrangements have been made, and I have no doubt it will add much to the well-being of the seamen, whose duty brings them to Hongkong, and be a fruitful source of good influence among them.

I am very pleased to comply with your invitation to join the committee of the Institute, and shall always be glad to do anything in my power to further the work so well begun.—Believe me, yours sincerely,

C. E. EYRES.

One cannot help noticing the omission in that admirable letter of appreciation, of all reference to the very generous donor of the building grant—Sir Hormusjee M. Mody—but for whose timely assistance the seamen frequenting this port might never have been able to own a home of the beauty and pretensions of the building adorning the eastern section of the city on the waterfront. We can hardly conceive that one so alive to the interests of the seafaring community as Commodore Eyres should himself be in the letter quoted above, could have intentionally omitted his name of acknowledgment to Sir Hormusjee. It is very doubtful if Sir Hormusjee himself—who has been so fittingly styled the godfather of the Colony—would take note of the fact that his name was not associated with others to whom so much credit has been given for promoting the interests in Hongkong of "those who go down to the sea in ships." But having regard to the utter helplessness of the clerical body to obtain the wherewithal for the raising of a building of the type now existing in the Island for the benefit of the seamen until Sir Hormusjee generously stepped into the breach and made his magnificent offer of \$35,000 since raised to \$50,000, we consider that the least that might be given him is the just due to that liberal-hearted gentleman who has more than once so prominently come to the Colony's rescue when a question of loosening the private purse strings was concerned. At the risk of offending Sir Hormusjee Mody's noted modesty we would say: "Palman merit qui ferat."

Fire on the "Kumchow."

PANIC AMONG CHINESE PASSENGERS.

SAMPANS RENDER GOOD WORK.

Shortly after two o'clock this morning, at 2.12 to be precise, the alarm instrument at the Central Fire Brigade Station was sounded. Sergeant Macdonald, who was on duty at the time, was informed that fire had broken out on board the ss. *Kumchow*, lying off Jardine's Wharf at West Point, and immediately on receipt of the alarm, two fire-boats were despatched to the scene of the conflagration under the charge of Commander O. W. Beckwith, R.N., Superintendent of the Fire Brigade, and Chief Inspector Baker.

On reaching the burning vessel, it was discovered that the fire was confined amidships and in the vicinity of the hold. The Chief Engineer was the first to notice the flames on leaving his cabin, but the flames had already assumed such serious proportions that it was at once evident that no amount of effort could have sufficed to put out the fire in anything like a short space of time. The boat was brought into play on that part of the ship where the flames had particularly vicious grip in order to obtain a first idea of the magnitude of the task the firemen were called upon to perform, the boats were up to 9 o'clock this morning still being actively engaged in directing streams of water over the burning portions of the ship.

PASSENGERS JUMP OVER BOARD. As a result of this morning's outbreak, the majority of the passengers jumped overboard but as far as we have been able to ascertain no lives have been lost.

The *Kumchow* was scheduled to leave this port for Saigon at 10 o'clock this morning. The unfortunate occurrence, therefore, will give rise to considerable interference with the arrangements of the ship.

After the fire had been completely got under control a preliminary survey was made this forenoon to ascertain the extent of the damage. The outbreak was confined to the "ween deck" forward of the funnel and it was therefore not surprising to find the forward part of the upper deck damaged. The flames also reached the Captain's cabin, besides which, the chart room and the bridge have also suffered by the conflagration. The deck beams were buckled up. Whether these injuries to the woodwork of the *Kumchow* will necessitate her being docked for repairs it was uncertain at the time of our investigation.

CAUSE OF THE OUTBREAK. The cause of the fire has not yet been definitely ascertained. It is believed that the fire owed its origin to the upsetting of a lamp by a coolie who was working on board at the time, but who, instead of raising the alarm, bolted off in his flight. The unfortunate panic, resulting from the outbreak, among the Chinese passengers led to a good many jumping into the water, many of whom must have been drowned. The bodies of two Chinese women were picked up off the China Merchants' Wharf at West Point this morning. At no time were the lives of the passengers in imminent danger, and the occasion did not call for the panic which occurred with such unfortunate results. A number of live sheep on deck were unharmed by the fire, and if the living freight of Chinese passengers, who were to sail for Saigon to-day, had kept their places on deck, probably no casualty need have been reported in connection with this morning's harbour fire. The *Kumchow* was formerly the *Almeida* and runs between Hongkong and Saigon, being engaged in the passenger and rice-carrying trade. Her local agents are the Man Fat Co., of Bonham Street.

Later. From further particulars gathered from authoritative sources, I would appear that the *Kumchow* had a heavy list to starboard shortly after the firemen had arrived on board and it was feared at first that the vessel would capsize owing to insufficient ballast if pumping operations were continued. The fire-fighters had performed to cut short their strenuous efforts to put out the fire and simply stand by and watch the fire things were taking. The super-structure of the ship had by this time given way, and this fact, coupled with the pitch darkness that prevailed, rendered the task of the men doubly difficult. Meanwhile, the whole ship was filled with a mixed odour of burnt potatoes, American apples, chilies, mutton and coal, which tended to produce a most suffocating feeling. However, shortly before daylight, the contingent determined to make a final effort, and opened the hatches, made a last rush and put out the conflagration in the space of about twenty minutes, which fact in itself reflects the highest credit on those in whose hands were entrusted the difficult task.

SAMPANS RENDER GOOD WORK. One fact in connection with the fire which cannot be passed unnoticed was the good work done by the sampans in rescue work. It is estimated that there were about 250 Chinese passengers on board at the time of the outbreak. The majority of these jumped overboard through sheer fright but were saved from a watery grave by the junk people. One little craft in particular rendered invaluable aid and we understand the owner of the junk in question is to be commended to the Government for his good services.

THE time for the move of the 1st Battalion King's Own Light Infantry from Cape Colony to Hongkong has not been definitely settled, but most likely it will take place about the New Year.

LIEUT. Colonel G. D. Close, R.E., promoted to that rank, has been for some time O.R.E. at Hongkong. He joined the Scientific Corps from Woolwich a little over 25 years ago, and has the Barrow and Barrow expeditions to his credit.

Canton Opium Tax.

WA'WUPU'S DILEMMA.

TELEGRAM TO THE VICEROY.

His Excellency the Viceroy has received a telegram from the Waiwupu which says:—"Your telegram despatched on the 30th day of the 7th moon giving details of the affairs relating to the Canton Opium Monopoly has received our attention. We have now received a communication from the British Charge d'Affaires protesting against the illegal seizure and descent of raw opium in Swatow, Samshui, Sun-long and other places. We have written to him in reference to the subject and also discussed with him personally but without avail. Similar cases of this nature still exist. On the 4th day of the 7th moon, two raw opium dealers—Po Fung and Lo Yik—were mulcted in the sum of \$35 each for having sold 116 balls of opium without notifying the head office of the Farmer and asking the customs for the payment of the new tax. The two merchants had sold the drug before the new taxation came into force. Again, another raw opium dealer—Cho Ke—in Shui-hing, West River, was threatened by the Farmer and asked to pay tax on 18 chests of raw opium which had been sold by him previous to the enforcement of the new regulations. Failing this his licence would be cancelled, his shop sealed up and he would be placed under arrest. The Farmer took no heed of the fact that duty and like had been paid on these eight chests of opium. The British Charge d'Affaires has also reported the action of the Canton Authorities to London and he has been telegraphically instructed that Great Britain strongly protests against such action on the part of the Chinese Authorities. On inquiry we find that the present arrangements in connection with the Canton Opium Monopoly are that the tax is only payable on prepared opium which is in names only and that, in fact, raw opium is also subject to the taxation. No matter what excuse China may give the Foreign nations will never acquiesce in this practice. We request you to have the opium under arrest removed to their owners and to exempt them from the payment of any fine. At the same time better arrangements should be devised as a means towards the prevention of the creation of international complications and so endanger the situation. We have received a telegraphic petition from Chan Ki Kiu, the president of the Canton Anti-Opium Society, and others alleging that the farmer is 'bribing, aiding and abetting in secretly smuggling opium which is contrary to regulations and which has given rise to protest by the foreigners. If he is not replaced it will retard the progress of the opium suppression policy and mean great loss to the revenue. We request that inquiry may be instituted at once and another man be appointed in place of the present farmer. The present farmer is working his monopoly in excess of his powers and has caused dissatisfaction to both Chinese and foreigners. Better arrangements should be made and the farmer be superseded after inquiry, so as to give no cause for further trouble. Please report on this at once.

The vernacular Press reports—Kwong Weng Yuen has been appointed by the Provincial Government to conduct the Canton Opium Farm. It is now some months since he has conducted the farm. Much criticism has been elicited and the foreigners have much to say against him. It is reported that some days ago, he Waiwupu sent a telegram to the Canton Viceroy saying that as the present farmer did not satisfy the public feeling another man should be appointed in his place. Yesterday the Bureau of Finance in Canton asked the farmer to give up the two warrants to be cancelled and also to surrender the two revenue cutters which are not now allowed to perform further similar duties.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held at 2.30 p.m. to-morrow. The following business will be transacted:—
1. Financial Minutes (Nos. 73 to 76).
2. Report of the Finance Committee (No. 11).

Hon. Mr. E. O. Borne will ask:—
(1) Will the Government state what is the total amount received up to 30th June, 1910, as additional dues on shipping towards construction of the new typhoon refuge?

(2) Will the Government promise that the contract for the construction of the new typhoon refuge shall not be given to any tenderer who does not give ample security for completing the work within contract time?
Hon. Mr. M. Stewart will ask:—
(1) Has Government any information as to whether the Chinese Authorities are moving in the matter of the proposal to erect a wireless telegraph station on the Frater Reef?

(2) Will the Government inform the Council what steps, if any, have been taken to redeem the promise, made last year, to clear the site to the north of the new Law Courts "as soon as possible"?
(3) Will the Government inform the Council on what principle some beverages containing as little as 5% of alcohol, may be held to be drinkable, while others containing as much are treated as exempt?

First reading of a Bill entitled An Ordinance to apply a sum not exceeding six millions and fifty-two thousand five hundred and forty-three dollars to the Public Service of the year 1911.
Second reading of the Bill entitled An Ordinance to provide for the formation of a Volunteer Reserve.

Second reading of the Bill entitled An Ordinance to amend the Pharmacy Amendment Ordinance, 1910.
Second reading of the Bill entitled An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910.

Second reading of the Bill entitled An Ordinance to further amend the Law relating to Dangerous Goods.

Committee on the Bill entitled An Ordinance to amend the Magistrates Amendment Ordinance, 1909.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1909.

C. CLERMONT, Clerk of Council.

Will not be proceeded with at this meeting.

THE WRECK OF THE "BEDFORD."

The following official account of the disaster to H.M.S. *Bedford* was issued by the Admiralty on Aug. 22:—

"The Secretary of the Admiralty regrets to state that H.M.S. *Bedford*, while carrying out full speed trials, grounded early yesterday on Samarang Rocks, off the Island of Quelpart, at the entrance to the Straits of Korea. The following list their lives through the furor of water:—

Allen Jones, artificer engineer.
Collis Ferguson, leading stoker 1st class, 277,960.

John Hart, chief stoker, O.N. 28,975.
John Wilson, leading stoker, O.F. 1,6497.

Arthur Richard Ainslie Eastwood, stoker 1st class, O.N. 28,721.
Walker Lill, stoker 1st class, K. 22.

George Gotschke, stoker 1st class, K. 25.
John Thomas Fogarty, stoker 1st class, K. 26.

Alfred Percy Andrews, stoker 1st class, K. 26.
James Henry Calam, stoker 1st class, S. 106,528.

John McKittrick, stoker 1st class, O.N. 10,747.
Andrew McDowell, stoker 1st class, O.N. 10,675.

George William Goodall, stoker 1st class, O.N. 10,444.
William George McElligott, stoker 1st class, O.N. 10,400.

William Cook, stoker, O.N. 19,639.
Thomas White, able seaman, O.N. 28,661.

Henry James Crust, able seaman, O.N. 28,399.
The remaining officers and men have been taken off the ship.
"H.M. ships *Minotaur* and *Monmouth* were yesterday anchored near the *Bedford*, but owing to heavy weather had to put to sea for the night. H.M.S. *Flora* has been ordered from Hongkong, and the Japanese authorities have been asked for assistance, but the Commander-in-Chief on the China Station reports that there is very little chance of saving the ship, which is full of water up to the engine-room bulkhead."

THE KING'S SYMPATHY.

The following telegram was received at the Admiralty from the Equerry-in-Waiting at Balmoral Castle yesterday afternoon:—

The King deeply regrets to hear of the grounding of H.M.S. *Bedford*, resulting in the loss of 18 lives, and wishes to express his sincere sympathy with the relatives and friends of those who have perished. His Majesty desires to be kept informed of further particulars.

A member of the Japanese Naval Attaché's staff, in the course of a conversation with a Press representative, referred to the danger of the locality of the disaster. He said:—

Off the southern coast of Korea, on the line of route from Wei-hai-wei to Nagasaki, there are a great many islands and small rocks. The locality is particularly dangerous at this time of the year, owing to the rough foggy weather which prevails and the powerful currents sweeping round the Korean coast-line. Only a few weeks ago, in practically the same neighbourhood, the Oriska Steamship Company lost their fine steamer the *Tetsuro Maru*, but, fortunately, the loss of life on that occasion was comparatively small. In addition to the other hazards the waters round that coast are infested with sharks. I cannot understand how the *Bedford* could, in the ordinary course of things, have run aground in the manner described, as the Chinese sea-board is very carefully charted. It is just possible, however, that the powerful current, combined with notoriety weather conditions, carried the ship out of her bearings, thus causing her to drift to destruction on one of the Samarang Rocks.

HISTORY OF THE BEDFORD.

The *Bedford* is a twin-screw armored cruiser of *Monmouth* class. She was laid down at the works of the Fairfield Shipbuilding and Engineering Company, in February, 1900, and was launched on August 31, 1902, a few months before the *Monmouth*. She was completed in November, 1903. The vessel has a displacement of 9,800 tons, and is of 23,000 h.p., with a speed of 27 knots. She is 401 ft. in length and has a beam of 66 ft. with a draught of 24 ft. The cruiser cost £760,000. She is armed with 14 6-in. guns, ten 12-pounders, and smaller guns. Her complement is 537.

A service with Channel Fleet the *Bedford* was allotted to First Cruiser Squadron on its formation in November, 1904, and remained in that squadron until relieved by the *Antrim* in July, 1906, when she was transferred to the Second Cruiser Squadron. She was paid off at Chatham on March 26, 1906, but was immediately recommissioned in the Reserve at that port and on February 15, 1907, completed her crew to sea-going strength to take the place of the *Diadem*, a protected cruiser withdrawn from the China Station. She was recommissioned at Hongkong on March 15 last by Captain F. S. Fisher. The crew is drawn from various naval depots in England, but most of the men probably belong to Chatham, her home port. Before joining the *Bedford* the crew served in the cruiser *Warrior* at Shanghai, and in January last year they went out in the *Andromeda* to Hongkong, where they embarked in the *Bedford*. One of the men drowned, William George McElligott, belonged to the Devonport Division.

THE RELIEF OF DEFENDANTS.

A Portsmouth telegram states that Miss Agnes Weston is taking steps to afford early relief to the widows and other dependants of the victims. When the names and addresses of the next-of-kin are known, assistance will doubtless also be given from the Mayor of Portsmouth's fund, which was established as the outcome of the 77th and 78th disasters. This is a permanent fund, but the amount available for allocation is at present small.

LIEUT. C. G. P. Cameron, R.G.A., has been appointed to the Hongkong Singapore Battalion, R.G.A.

COLOUR VISION AT SEA.

DEPARTMENTAL COMMITTEE ON EYESIGHT TESTS.

IMPORTANT CORRESPONDENCE.

As a result of the case of Mr. John Trillies, who failed to pass the Board of Trade Examination in colour-vision, and was subsequently passed by a practical examination on the River Thames, the Board of Trade directed that the eyesight tests at present in use should be required to be by a Select Committee appointed by the Board. As the Imperial Merchant Service Guild, who were mainly responsible for bringing about the whole subject, were not given an opportunity to nominate a representative or representatives to sit on the Committee, they addressed communication to the Marine Department of the Board of Trade, submitting that the composition of this Committee was such as to bring its utility into grave question, as the majority of the members of the Committee were Fellows of the Royal Society, who were responsible in the first place for recommending the present system of eyesight tests, and that they were practically standing on the defence of their own recommendations, whilst the Guild which represents so many thousands of certificated Captains and Officers to whom the subject was such a vital one, were excluded from what they maintained to be their undoubted right to representation. Further, the Guild objected to members sitting on the Committee who had previously expressed opinions to the effect that the present tests were satisfactory. Since this correspondence, which appeared in the press a few weeks ago, the following has passed between the Board of Trade, the Imperial Merchant Service Guild and the Departmental Committee on Eyesight Tests:—

Marine Department,
7, Whitehall Gardens,
London, S.W.

Sir,—In reply to your letter of the 5th inst., referring to the composition of the recently appointed Departmental Committee on Eyesight Tests, I am directed by the Board of Trade to inform you that this matter has received careful consideration, but the Board see no reason to modify the composition of the Committee in question.

The Board are confident that every opportunity will be given to the Imperial Merchant Service Guild to bring forward any evidence they may wish, and that the Committee will report with entire impartiality upon the reference submitted to them.—I am, etc.

(Signed), F. Llewellyn Smith.

The Secretary
The Imperial Merchant Service Guild,
Liverpool.

The Imperial Merchant Service Guild,
The Assistant Secretary,
Marine Department,
Board of Trade.

Sir,—Having received your reply dated 14th inst. to our representations to the President of the Board of Trade, on the composition of the new Departmental Committee on Eyesight Tests, I am directed by the Board to inform you that the matter has received our further careful consideration.

It is with regret that we find our views unable to modify the views expressed by the Guild on this matter; and, in substitution of the fact that these views are not laid solely by the Guild, I am directed to forward for the notice of the President two extracts from the Press, one in the form of a leading article appearing in the London "Shipping Gazette" the other in the shape of a letter written by a "Special Correspondent" which has figured in the "Journal of Commerce".

The Chairman of the Eyesight Tests Committee has already been good enough to favour us with an invitation to give evidence before the Committee, or to submit a written statement for their consideration. I am forwarding to you a copy of our letter in response to this invitation.

This controversy respecting the composition of the Committee will not, we trust, be regarded in any personal sense. We do, however, uphold most strongly the opinion that the Committee should have been formed so as to avoid in the slightest degree any feeling of preconceived ideas being present. We do not see how certain members of the Committee can stifle themselves and change their opinions respecting the Tests under the present system which they have witnessed and approved of, but which, evidently, are in need of radical revision.—I am, etc.

(Signed), T. W. MOORE,
Secretary.

Board of Trade.

Dear Sir,—I am directed by the Chairman of the Sight Tests Committee to say that they would be glad to have the benefit of the experience of the Imperial Merchant Service Guild in the inquiry which has been referred to them.

I am therefore to ask whether the Guild will nominate a representative to give evidence before the Committee, or will submit a written statement for their consideration.

If the Guild agree to nominate a representative to give evidence, I will communicate with you further as to the date and time of his attendance. But it is not the intention of the Committee to meet again for the purpose of hearing witnesses before the middle of October next.

The terms of reference to the Committee are as follows:—

"To inquire what degree of colour-blindness or defective form-vision in persons holding responsible positions at sea, causes them to be incompetent to discharge their duties; and to advise whether any, and if so, what alterations are desirable in the Board of Trade Sight Tests at present in force for persons serving or intending to serve in the Merchant Service or in fishing vessels, or in the way in which those tests are applied."—Yours, etc.

(Signed), T. G. TALLERNT,
Secretary.

The Secretary,
Imperial Merchant Service Guild.

The Imperial Merchant Service Guild.

T. G. TALLERNT, Esq., Secretary.

Departmental Committee on Eyesight Tests, 14th inst., beg to acknowledge your communication of the 18th inst., and, in the first place, would ask you to tender our thanks to the Chairman of the Eyesight Tests Committee for his invitation that the Guild should co-operate with them in the investigations they propose to make concerning the Tests in Colour and Form Vision which are at present in vogue at Board of Trade examinations for Masters and Mates.

Candidly, I am to say that the Guild are placed in a most unfortunate situation. In a personal sense, we are unable to question the composition of the Committee; but in a collective sense, and from the point of view of our national expectation that a strictly impartial Committee would have been appointed, we are sadly disappointed.

It is right and proper that the Chairman of the Committee and the members of it should be familiarised with certain representations which we have recently addressed to the Board of Trade regarding the constitution of the Committee. A copy of our letter is enclosed together with a copy of the reply we have received from the Board of Trade.

It is needless to enlarge upon our attitude in this matter, and, as the result of very careful and anxious consideration on the part of the Management Committee of the Guild, I am compelled to inform you that, having regard to the methods adopted by the Board of Trade in connection with the appointment of the Committee, we, though carefully watching every step, find ourselves unable to participate in the doing of the Committee, and can give no assurance that we shall remain satisfied at any decisions at which it may arrive. The exclusion of the Guild from representation on the Committee is not of so much concern on our part as the fact that great specialists in ophthalmology who have brought seriously into question the present Tests as adopted by the Board of Trade on the recommendations of the Royal Society are not, in any way, represented on the Committee.

Confidence in the proceedings of the Committee is, in consequence, seriously disturbed, and this unfortunately, may be of considerable disadvantage as regards the conclusions at which the Committee may arrive.—I am, etc.

Your obedient servant,

(Signed), T. W. MOORE,
Secretary.

OSAKA SHOSHEN KAISHA.

ISSUE OF DEBENTURES.

The Osaka Shosen Kaisha is issuing new 5% per cent debentures to the value of ¥3,500,000 for the conversion of the outstanding debentures bearing interest at 7 per cent. The application is close on the 10th inst. At first it was generally expected, in the case of the M.O. Electric Tramway issue, that the new debentures would be quickly taken up by capitalists in view of the easiness of the money market, but the debentures were not fully subscribed on the day of issue, as was the case with the loan mentioned. This is attributed partly to a withdrawal of call money consequent on the fact that the Yasuda Bank has undertaken ¥10,000,000 of the Government bonds to be issued in connection with the annexation of Korea, and partly to the issue last month of Exchange bills to the amount of ¥25,000,000, which has affected the money market to some extent. However, the strain in the money market now manifest is apparently only temporary. The effect of the inundation on the financial situation has been counterbalanced by the promise of the success of the rice crop in the Kyushu and Kwantung districts. Investors generally hold that the terms of the new debentures are favourable. It is expected that about 70 per cent of the holders of the old debentures will convert their scrip, and Japanese papers say that already a premium of 10 or 20 sen is offered on the new issue.

The following statement has been issued with regard to the business and financial condition of the Osaka Shosen Kaisha, and for several reasons it will be found of much interest:—
"The Osaka Mercantile Steamship Company, Ltd., is one of the oldest and largest steamship companies in Japan. The capital of the company is ¥8,800,000, which was increased to ¥10,000,000, and it has been continuously increased, especially after the China-Japanese and Russo-Japanese wars; and it now stands at ¥12,000,000, including ¥6,000,000 of debentures. Such a rapid increase of the capital shows that the company's business has been wonderfully expanded and progressed. In order to do an enormous business the company possesses a fleet of 109 steamers of over 134,000 tons all in thorough working condition, and it added to the above 15 vessels, whose total displacement is 27,000 tons, lent to the company by the Navy Department and Formosan Government for use, the total of the company's fleet consists of 124 steamers of over 161,000 tons.

"The shipping trade carried on by the company, since its extensive, and almost all the ports of Japan, Formosa, Saghalien, Korea, China, and the port of Vladivostok are always visited by the company's steamers. Moreover, the company has recently made a contract with the Chicago, Milwaukee and St. Paul Railway Co., for the American traffic. The annual average gross profit of the company is ¥4,000,000, and the following dividends have been paid on the shares during the past twelve years:—1900, 23 1/2%; 1901, 14 1/2%; 1902, 10 1/2%; 1903, 10 1/2%; 1904, 10 1/2%; 1905, 10 1/2%; 1906, 10 1/2%; 1907, 6 1/2%; and first half of 1908, 5 1/2%.

"The company receives annually the following subsidies from the Japanese Government:—
For American Service ¥1,200,000
For Formosan Service 49,000
For South China Service 30,000
For Vladivostok Service 300,000
For Dairen Service 140,000
For Saghalien Service 60,000
For Korean Service 23,400
Subsidies from the Lera Government 36,180
Subsidies for Encouraging Navigation 45,000
For Mail Service 153,000
Total ¥1,750,680

"Giving such a large sum of money to the company, the Government is strictly looking after the company's business, and no person can become a Director of the company without the permission of the Government. The Government officers are examining the company's financial condition twice a year."—Japan Chronicle.

ANOTHER CHINESE RAILROAD.

IMPORTING FIRM CEASES BUSINESS.

Following the recent crisis in Chinese financial circles in Shanghai, Hongkong has not got off wholly unscathed. Already the failure of two native hongis has been reported in the Press and to-day a third has to be recorded. It is matter for regret that the Chip Mow firm, of Bonham Street, has ceased business with outstanding liabilities. The Chip Mow was an import and export hong of good repute and dealt principally in a staple commodity that bulked largely in the trade statistics of the Colony, viz. sugar. We understand that the firm had agencies established both in Swatow and Tientsin and handled sugar in the course of their business in large volume.

UNITED SINGAPORE RUBBER.

THE INTENDED RECONSTRUCTION IN LONDON.

The first general meeting of the United Singapore Rubber Estates, Ltd., was held in the offices of the company at Singapore on 9th inst. The Chairman, Dr. Lim Boon Keng, presided, and there were also present Messrs. Tan Jiah Kim, Tan Chay Yan, Choo Guan Thye, Seah Eog Kiat, R. Pons (manager), M. H. Hickley, H. A. E. Thomson, J. Craven, P. Duncker, P. Dupire, P. Laporte, C. Edmister, Seow Sui Kim, Soh Peng Lim, S. K. Yin, Ho Beng, Lim Nee Soon, Seow Poh Leng, Yeo Ban Keong, Tan Soo Jie, Tan Yan Guan, and Lee Siew Jin. The Chairman said:—

As the report of the directors and the accounts have been in your hands for some days I think we may take them as read and I beg to move that they be adopted by this meeting. The report before you gives briefly a full account of the work done from September 1909 till June 30 last, a period of ten months in all. The directors much regret that the Company has lost the services of the late Mr. Machado during the period under review the members of the plantation staff have worked well and the new manager Mr. R. Pons is to be complimented on the hard work he has pushed through since taking charge.

The directors regret that there has been so much delay in supplying the shareholders with definite information regarding the disposal of the shares to be received from the Sembawang Rubber Plantations, Ltd. The delay is quite unavoidable, and is due to many circumstances over which the directors have no control. In the first place owing to the title deeds of the Statutory Grant bought from the Government not having been issued (the first was ready for signature only on Wednesday last) we have not yet been able to convey all these properties to the subsidiary Company. There were financial and other questions that the directors had to face, and it required very careful consideration on their part, since, once the matter was decided, it would be impossible to rectify any mistake which might be made. In taking time to consider whether to reconstruct locally, or in the case of capital, or the retention of the shares as assets or the issue of the same on such terms as the local ordinances might allow, the directors have solely the best interests of the shareholders at heart, and I think in my humble opinion your directors have devoted so much of their time and thought over this somewhat difficult matter, that they could not have done more even had they been acting solely in their private interests. The result of their deliberations has been very beneficial as it has led them to the conclusion, that the reconstruction of the Company in London, on as low a capitalisation as possible, is the soundest business proposition they can lay before you. Although all of us have every confidence in the value of our property, still we must recognise that the scope of the local market and the financial strength of local investors are comparatively limited. As reconstruction is the best solution we should take advantage of this opportunity to reconstruct the Company on a sterling basis with head office in London.

I think you naturally expect some information about the Sembawang Rubber Plantations, Ltd., in which you are so largely interested. Besides the 2995 acres which was sold to the Sembawang Co., the latter possesses some 2600 acres so that the total acreage is about 5600 acres. According to a report published by that Company there were 2000 acres fully planted up to 31st July last as follows:—

Years.	Acres.
5 to 6	101
4 to 5	87
3 to 4	458
2 to 3	63
1 to 2	44
1/2 to 1	1182
recent	110
	2002

On an average of 150 trees to an acre there are therefore 30,000 trees.

The manager of the Company further promises to have another 1,000 acres planted up by the end of this year and to complete the planting up of 2,000 acres next year. The output of rubber from that company is now about 600 lbs. per month. I do not think it necessary to dilate any further on the value of the proposition. In conclusion I feel sure you must be satisfied with work done and with the position of the Company. The report and accounts were adopted, and the auditors, Messrs. Kvaatt and Co., were re-elected for the ensuing year.

Following the general meeting an extraordinary meeting was held at which a resolution was passed, annulling the provisions of Table A, contained in the first schedule to the Companies Ordinance, 1889, and substituting new regulations.

Another extraordinary meeting to confirm the above move, will be held on September 24.

COMMERCIAL.

14th September, 2 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Alagars	5 1/2
Anglo-Javas	Tls. 9
Anglo-Malays	74 3/4
Balkonings	13
Bata Tigras	70 3/4
Bertams	59 1/2
Bukit Kajangs (pp.)	59 1/2
Bukit Rajas	59 1/2
Caray Uniteds	20 1/2 prem.
Castlefields	117 1/2
Changkat Serdangs	51
Cheras (part paid)	59 prem.
Do. (fully paid)	53
Damansaras	150 1/2
Eastern Internationals	14 1/2 prem.
Fed. Selangors	—
Glennalls	53
Glenshells	—
Goldlands	117 1/2
Golden Hopes	—
Highlands and Lowlands	117 1/2
Indragiris	51 1/2
Inch Kenneths	—
Jequils	—
Jonglanders	59 1/2
Kamunings	20 1/2 prem.
Kuala Lumpors	170 1/2
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	77 1/2
Linggis	53 1/2
London Asiatics	12 1/2
London Venturers	6 1/2
Merlmanns	7 1/2
Pajans	51 1/2
Pegohs	51 1/2
Rubber Trusts	16 1/2 prem.
Saggs	270 1/2
Sandycrofts	53 1/2
Sapongs	—
Seafields	—
Sekongs	72 1/2 prem.
Shelfords	73 1/2
Singapore & Johores	314 1/2
Sumatra Paras	15 1/2
Sungel Chohs	100 1/2
Sungel Kapars	59 1/2
Tandjongs	—
Tangkabs	37 1/2
Toerangle	3 1/2 prem.
Ulu Rantus	—
United Serdangs	51 1/2
United Singapore	51 1/2
United Sumatras	9 1/2
United Langkats	80 1/2
Tronchs	33 1/2
Para Rubber	7 1/2 per lb.

AUGUST RUBBER RETURNS.	
CLEANEY PLANTATIONS:—	2,001 lbs.
INCH KENNETH:—	10,521 lbs.
	8,573 lbs.
SUNGEL WAY:—	1,963 lbs.
DENISTON:—	1,165 lbs.
CHEONGSE:—	3,400 lbs.
REPOU:—	6,500 lbs.
EDINBURGH:—	7,700 lbs.
SENGAT:—	2,000 lbs.
RATAPU:—	785 lbs.
JOAT DICKSON:—	785 lbs.
HAYTOR:—	618 1/2 lbs; total for two months 957 1/2 lbs.
BATA TIG:—	8,315 lbs.
F.M.:—	37,60 lbs.
KUALA LUMPUR:—	47,280 lbs.
ALOR PONGSU:—	2,379 lbs.
BRIKH:—	1,129 lbs.

THE STRANDED ST. "PROTEUS."

On Thursday afternoon the weather outside Woosung had moderated to such an extent that it was possible for the tug-boat Vulcan to approach the C.E. and M.S. Proteus (chartered), which has been ground near Drinkwater Point since the night of the 3rd inst. Boats were lowered from the Proteus and her passengers—Mrs. M. A. B. and her child, Misses Larsen and Peterson, and about forty Chinese—as well as the Chinese sailors and firemen were transferred to the Vulcan, which arrived at Shanghai at 4.30 a.m. yesterday. The Proteus was also able to take in tow lighters which had been taken down to Drinkwater Point by the tug-boat Sin-yuan. There seems to be but little hope of saving the sunken tug-boat Sin-yuan, as it has been ascertained that she sank in a quicksand and only her upper works are above ground. Nothing has been done yet with regard to lightening the Proteus and we understand that tenders for saving her are being obtained. In the meantime Captain Larsen and the officers remain on board the vessel.—N. G. D. News.

OPEN AIR CONCERT.

SATURDAY'S PROGRAMME.

The programme of the concert to be given on the Cricket Club ground on Saturday evening is as follows:—

1.—Selection	"Cavalleria Rusticana".....Mascagni.
2.—Tenor Solo	"Selected".....Mr. P. W. Golding.
3.—Violin Solo	"Adagio".....Mr. R. C. Edwards.
4.—Soprano Solo	"Cupid at the ferry".....Miss Gorman.
5.—Humorous Song	"Selected".....Mrs. Frank Melville.
6.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
7.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
8.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
9.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
10.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
11.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
12.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
13.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
14.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
15.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
16.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
17.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
18.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
19.—Selection	"The Gondoliers".....Mr. W. G. Worrell.
20.—Selection	"The Gondoliers".....Mr. W. G. Worrell.

To-day's Advertisements.

OSAKA SHOSHEN KAISHA.

It is hereby notified that Mr. S. HIROKI has this day assumed charge of the Company's business at this port, vice Mr. TADAOKI ARIWA transferred to Kobe.
Hongkong, 14th Septemb. 1910. (600)

PUBLIC AUCTION.

THE Undersigned will sell within his Sales Rooms, on

SATURDAY,

the 17th inst. at 11 a.m.,
RUTLAND and LANDS DOWN BLANKETS, TRAVELLING RUGS, WASHING FLANNELS, TURKISH TOWELS, DAMASK SERVIETTES, BED QUILTS, LADIES' DRESS LENGTHS, COSTUMES, GENTS' SUIT LENGTHS 3 1/2 yds. double width, CARPETS, RUGS;
Also

A SMALL CONSIGNMENT OF
F A N O Y J E W E L R Y :
RINGS—Diamond and Sapphire Cluster, Diamond and Ruby, Diamond and Opal and other Rings.
ORNAMENTS, &c.—Bric-a-brac, Bangles, Necklets, Lockets, Long Girdles, Charms, Alberts, Ladies' and Gents' Gold-cased Watches, &c.;
And
A few Lots of PRISMATIC and other BINOCULARS, TABLE PLATTS, CUTLERY, &c., &c.
Catalogues will be issued.
TERMS:—As usual.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 14th September, 1910. (597)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. India.
From Australia, ex s.s. Marmora.
From Ceylon, ex s.s. Stella.
From Persia, ex s.s. B. I. S. N. and B. I. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 20th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be received.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 14th September, 1910.

Events Coming.

Thursday, 15th September.
Legislative Council meeting, 2.30 p.m.

Saturday, 17th September.
Auction sale of Jewellery etc., at G. P. Lammert's at 11 a.m.
Meeting of China Light and Power Co., Ltd., noon.
Gymkhana Meeting, at Race Course, 3.30 p.m.
Hongkong Cricket Club open air Concert, 9 p.m.

Thursday, 22nd September.
V.R.C. Aquatic Sports.

Friday, 23rd September.
V.R.C. Aquatic Sports.

Saturday, 24th September.
Meeting, Hongkong Cotton Spinning, Weaving and Dyeing Co., 11.15 a.m.
Meeting of Douglas Steamship Co., Ltd., noon.
V.R.C. Aquatic Sports.

The best Stout to take is

Dr. Mackenzie's Invalid

Stout.

(Specially Brewed for the Far East.)

Has a reputation SECOND to NONE as a Tissue Builder and Invigorator.

Proved by the Local Government Analyst's Examination to be

ABSOLUTELY PURE.

Try it once and you will want it always.

H. PRICE & COMPANY, LTD.

12, Queen's Road Central,
Hongkong.

Telephone No. 155.
Hongkong, 14th September, 1910.

Intimations.

Try our delicious
CORNED PORK,
CORNED BEEF
and
PRESSED BEEF.

THE
DAIRY FARM CO.,
LIMITED.

AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:
4 Doz. Quarts.....\$12.00 per case
8 Doz. Pints.....\$13.50 " "

OF ALL
WINE
MERCHANTS

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEES, EXECUTOR OF WILLS,
ATTORNEYS, &c.,
Underwritten and Licensed.

SHENWAN, TOMES & Co.,
General Managers.

Hongkong, 10th March, 1907.

SAVE YOUR HEALTH

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF IRELAND" FRIDAY, DEC. 16TH.
	"ALLAN LINE" FRIDAY, JAN. 13TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) £71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, LOOKSANG	THURSDAY, 15th Sept., 3 P.M.	
MANILA, LOOGBANG	FRIDAY, 16th Sept., 4 P.M.	
TIENSIN	THURSDAY, 17th Sept., Noon.	
SINGAPORE, PENANG & CALCUTTA LAISANG	TUESDAY, 20th Sept., Noon.	
MANILA, YUENSANG	FRIDAY, 23rd Sept., 4 P.M.	
SHANGHAI, KOBE & MOJI	TUESDAY, 4th Oct., Noon.	

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Katsura*, *Namuro* and *Yokohama* have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chusan, Tientsin & Nanchang.
Taking Cargo on through Bills of Lading to Kuantan, Labad, Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
Telephone No. 215.
Hongkong, 14th September, 1910.

JARDINE MATHESON & CO., LD.
General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"OHENAN"	15th Sept., 4 P.M.
CHIFOO & NEWHONG	"HAGAN"	15th " 4 P.M.
HAIPHONG	"HAGAN"	16th " 9 A.M.
SHANGHAI	"TAIYING"	18th " Daylight.
MANILA	"KAIYONG"	21st " 4 P.M.
ILOILO & CEBU	"KAIYONG"	21st " 4 P.M.
CHIFOO & TIENSIN	"KUEICHOW"	25th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"OHANGHUA"	30th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anshi*, *Chuen*, *Lian*, *Chinwen*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
Telephone No. 16.
Hongkong, 14th September, 1910.

BUTTERFIELD & SWIRE,
AGENTS.HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
SAFRO	1540	A. Fraser	MANILA	SATURDAY, 17th Sept., at Noon.
RUN	1540	R. Rodger	"	SATURDAY, 24th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 14th September, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA Y. MOJI, KOBE AND YOKO.	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.
VICTORIA, B.C. & TACOMA Y. MOJI, KOBE AND YOKO.	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA
SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Captain Y. Fuscio	THURSDAY, 1st Sept., at Noon.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 18th Sept., at 10 A.M.

SPECIAL REDUCTION of 25% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th September, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. F. E. Ope, IYU MARU, Capt. R. Takei, HIBANO MARU, Capt. H. Fraser,	WED'DAY, 18th Sept., at Daylight. WEDNESDAY, 18th Oct., at Daylight. WEDNESDAY, 26th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Negao,	SATURDAY, 8th Oct. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kawa, TAME MARU, Capt. K. Sato,	TUESDAY, 11th Oct., at Noon. TUESDAY, 8th Nov., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekino, NIKKO MARU, Capt. M. Yagi,	FRIDAY, 30th Sept., Noon. FRIDAY, 21st Oct., at Noon.
SINGAPORE, COLOMBO & BOMBAY	TOSI MARU, Capt. Y. Nomura,	SATURDAY, 24th September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, HIBANO MARU, Capt. H. Fraser,	WEDNESDAY, 28th Sept., at Noon. THURSDAY, 1st Sept., at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Saigon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$80
2nd ".....	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUSUMOTO,
Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"
Capt. B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 17th September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Albatross*, 9,600 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Perla* due in London on 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Owners and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1910.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland
Ports, and taking through Cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"ST. ALBANS,"
Capt. Hood, will be despatched at above on SATURDAY, the 17th September, at Noon. This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th August, 1910.

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"CARNARVONSHIRE,"
Capt. Gregory, will be despatched at above about 17th September.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 30th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR
VICTORIA, VANCOUVER AND SEATTLE
via
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

Steamer	Tons.	Captain.	On or about
<i>Swedia</i>	6,338	F. S. Cowley	27th Sept.
<i>Kumakura</i>	6,331	G. B. McGill	20th Oct.
<i>Aymara</i>	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

FARGAL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 8th September, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUZ CANAL

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON NEW YORK:

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 8th September, 1910.

Shipping—Steamer.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"
Capt. G. W. Gordon, R.M.R., will leave for SHANGHAI TO-MORROW, the 15th September, at Daylight.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 14th September, 1910.

Consignee.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of September will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of September, at 9.30 A.M.

All claims must reach us before the 17th of September, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO

Ex S.S. *Dandolo* from Venice.
Transhipped at Port Said.

NORDEUTSCHER LLOYD,
MELOCHERS & Co.,
General Agents.

Hongkong, 6th September, 1910.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 14th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 12th September, 1910.

For Sale.

FOR SALE
AT
GRACA & CO.,
27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910.
Stock Books, Duplicate Pocket Books,
Transparent Envelopes.

Twecers, Magnifying Glasses, Perforation
Gauges.

Novels, Books for parlour and household
use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants,
Medals, Statuettes, Flower Stems.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND
CIGARETTES.

&c., &c., &c.

Inspection invited,
Hongkong, 14th January, 1910.

THESE MAY NOW ALSO BE OBTAINED
DRAKE (TARTAN) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kozan, Jobert, Vulpain and others, combines all the elements to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1

A new and powerful remedy, which cures all diseases, especially those of the urinary system, such as gonorrhoea, stricture and other serious diseases. Inflammatory, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2

A powerful remedy, which cures all diseases, especially those of the urinary system, such as gonorrhoea, stricture and other serious diseases. Inflammatory, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 3

A powerful remedy, which cures all diseases, especially those of the urinary system, such as gonorrhoea, stricture and other serious diseases. Inflammatory, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION

This is the most powerful remedy, which cures all diseases, especially those of the urinary system, such as gonorrhoea, stricture and other serious diseases. Inflammatory, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$135	\$135	{ £1,500,000 \$1,000,000 \$500,000	\$ 129,930	£2 for first half year ending 30.10.08 ex 1/64 - 522 1/2	5 %	{ \$595 sellers \$590 ex div.
National Bank of China, Limited.....	99,925	£7	£6	{ £4,000 \$1,000,000	\$30,552	\$2 (London 1/6) for 1909 .....	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited.....	10,000	\$250	\$50	{ \$1,500,000 \$500,000 \$500,000	none	\$10 for 1908	6 %	\$187 1/2 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 221,000 Tls. 181,374 Tls. 128,388 19,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ £1,500,000 £1,000,000 £1,000,000 £1,000,000	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	{ \$185 sellers \$180 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$900,000 \$100,000	\$7,747	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$80	{ \$1,000,000 \$500,000 \$500,000	\$438,400	\$6 and bonus \$2 for 1908	7 %	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,400,000 \$100,000	\$426,218	\$27 for 1908	8 %	\$151 1/2
SHIPPING.								
China and Manilla Steamship Company, Limited...	30,000	\$25	\$25	{ \$57,745 \$250,000 \$100,000	Dr. \$3,717	\$2 1/2 for 1908 .....	...	\$0 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000	Nil.	\$2 1/2 for year ending 30.6.1908 .....	...	\$15 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$250,000 \$250,000	\$20,766	Dividend of \$1 1/2 for 30.6.10	8 %	\$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £138,100 £138,100 £138,100	£1,537.8	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 5/- 154 3rd 1/2 of 2/- per sh. (comp. No. 12) making in all 4/- for 08 & interim of 1/- for ac. '09	...	\$60
Do. Do. (Deferred)	60,000	£5	£5	{ £138,100 £138,100 £138,100	£1,537.8	A dividend of 7 % for yr. ending 30.4. 1910	5 %	\$24 sellers
"Shell" Transport and Trading Company, Limited ..	1,000,000	£1	£1	{ £700,000 £100,000 £100,000	£192,994	A bonus of 5 %	4 1/2 %	\$11 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$21,850 \$21,850 \$21,850	\$1,159			
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$500,000 \$500,000 \$500,000	Dr. \$6,090	\$10 per share for 1909	6 %	\$160 ex div.
Luon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$500,000 \$500,000 \$500,000	Dr. \$235,891	\$3 for 1897 .....	...	\$25 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £12,289 £12,289 £12,289	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ \$1,500,000 \$1,500,000 \$1,500,000	none	First year .....	...	Pa. 13
Ramb Australian Gold Mining Company, Limited {	150,000	£1	£1	{ £4 £4 £4	none	\$1 per share 13th dividend	5 %	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	50,000	£1	£1	{ £4 £4 £4	none	Final of Gold \$0.65 for 1909 in all G \$1.15 ..	...	41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,275 \$25,275 \$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....	...	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$550,000 \$550,000	\$206,847	\$2 1/2 for 1909	4 1/2 %	\$54 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$121,000 \$121,000 \$121,000	\$139,755	No dividend paid this year .....	...	\$50
Shanghai Dock and Engineering Co., Ltd.....	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 5,251	Final of Tls. 3 making Tls. 6 in all for 9/10	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited ..	25,000	Tls. 100	Tls. 100	{ Tls. 697,857 Tls. 697,857 Tls. 697,857	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 116 ex div.
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 30.12.09	5 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,500,000 \$1,500,000 \$1,500,000	\$24,041	\$1.20 on old and 60 cents on first new issue.	6 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000	\$1,277	\$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	\$75 ex div.
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000	\$27.0	Final of \$1 1/2 making \$7 for year end. 31.12.09	7 %	\$75 1/2 sellers
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000	\$5,471	45 cents for 1909	6 %	\$18 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$1,500,000 \$1,500,000 \$1,500,000	\$89	\$2 1/2 for 1909	8 1/2 %	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 1,523,045 Tls. 1,523,045	Tls. 63,060	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 122
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000	\$1,958	Final of \$1.85 making in all 3.80 per share for 1909	8 1/2 %	\$39
COTTON MILLS.								
Hwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 850,000 Tls. 850,000 Tls. 850,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 4,000 Tls. 4,000 Tls. 4,000	\$9,551	50 cents for year ending 31.7.08	10 %	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 175,000	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 55
Loon-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 31,172 Tls. 31,172 Tls. 31,172	Tls. 4,832	Tls. 6 for 1909	7 %	Tls. 55
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 31,172 Tls. 31,172 Tls. 31,172	Tls. 21,172	Tls. 25 for 1909	10 %	Tls. 200
MISCELLANEOUS.								
Hall's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 £1,500 £1,500	£648	15 % per share for 1908 .....	...	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,500,000 \$1,500,000 \$1,500,000	Nil.	60 cents for 1909	6 %	\$8 1/2 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	{ \$1,500,000 \$1,500,000 \$1,500,000	\$9,241	50 cents for year ended 28.12.06 .....	...	\$1.40 sellers
Do. Do. special shares	50,000	\$5	\$5	{ \$1,500,000 \$1,500,000 \$1,500,000	\$9,241	80 cents for 1909	9 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$2,621	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,500,000 \$1,500,000 \$1,500,000	\$1,890	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$4 65 ex div. b.
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$4,290	14 per cent. viz. \$1.40 for 1909	12 %	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$670	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$10 1/2 & 10/10 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$11,798	Final of \$8 for 1909	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,500,000 \$1,500,000 \$1,500,000	\$7,616	Final of \$1 making in all \$2 for 1909	9 %	\$21 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$9,176	Interim dividend of Tls. 12 1/2 15th March	5 %	Tls. 1,250
Maatichappi of Mijer, Bosch & Landbouwerij- plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 63,934 Tls. 63,934 Tls. 63,934	Tls. 216,682	Tls. 12 1/2 15th June & Tls. 15.00 15th Sept.	5 %	Tls. 1,250
Peak Tramway Company, Limited	25,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$2,014	80 cents on fully paid shares and 3 cents on \$1 paid shares for year ending 30.4.10 ..	5 1/2 %	\$14 1/2 sellers
Peak Tramway Company (new)	25,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$2,014	None	5 %	\$14 1/2 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$2,014	None .....	...	\$14 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 5,350	No dividend this year .....	...	Tls. 140
Société des Pulpes et Papeteries du Tonkin	13,200	50 Halpangs (Nominal)	25	{ none none none	none	First year .....	...	\$20 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,500,000 \$1,500,000 \$1,500,000	Dr. \$21,095	None .....	...	\$25 sales
Steam Laundry Company, Limited	20,000	\$25	\$25	{ \$1,500,000 \$1,500,000 \$1,500,000	\$19,558	None .....	...	\$25 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$46,000	60 cents for year ending 31.12.08	8 %	\$2 buyers
United Asbestos Oriental Agency, Limited	20,000	\$10	\$5	{ \$1,500,000 \$1,500,000 \$1,500,000	\$46,000	60 cents per ord. share for year ending 31.5.09	5 %	\$2 1/2 sellers
Watkins, Limited	10,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$1,041	35 cents for 1909	11 %	\$3
Watson (A.S.) & Co., Limited	90,000	\$2 1/2	\$2 1/2	{ \$1,500,000 \$1,500,000 \$1,500,000	\$2,011	3 % for 1909 .....	...	\$2 1/2 sellers
William Powell, Limited	25,000	\$7	\$7	{ \$1,500,000 \$1,500,000 \$1,500,000	\$721	None .....	...	\$7 1/2 buyers

Hotels.

VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

[499]

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 11th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

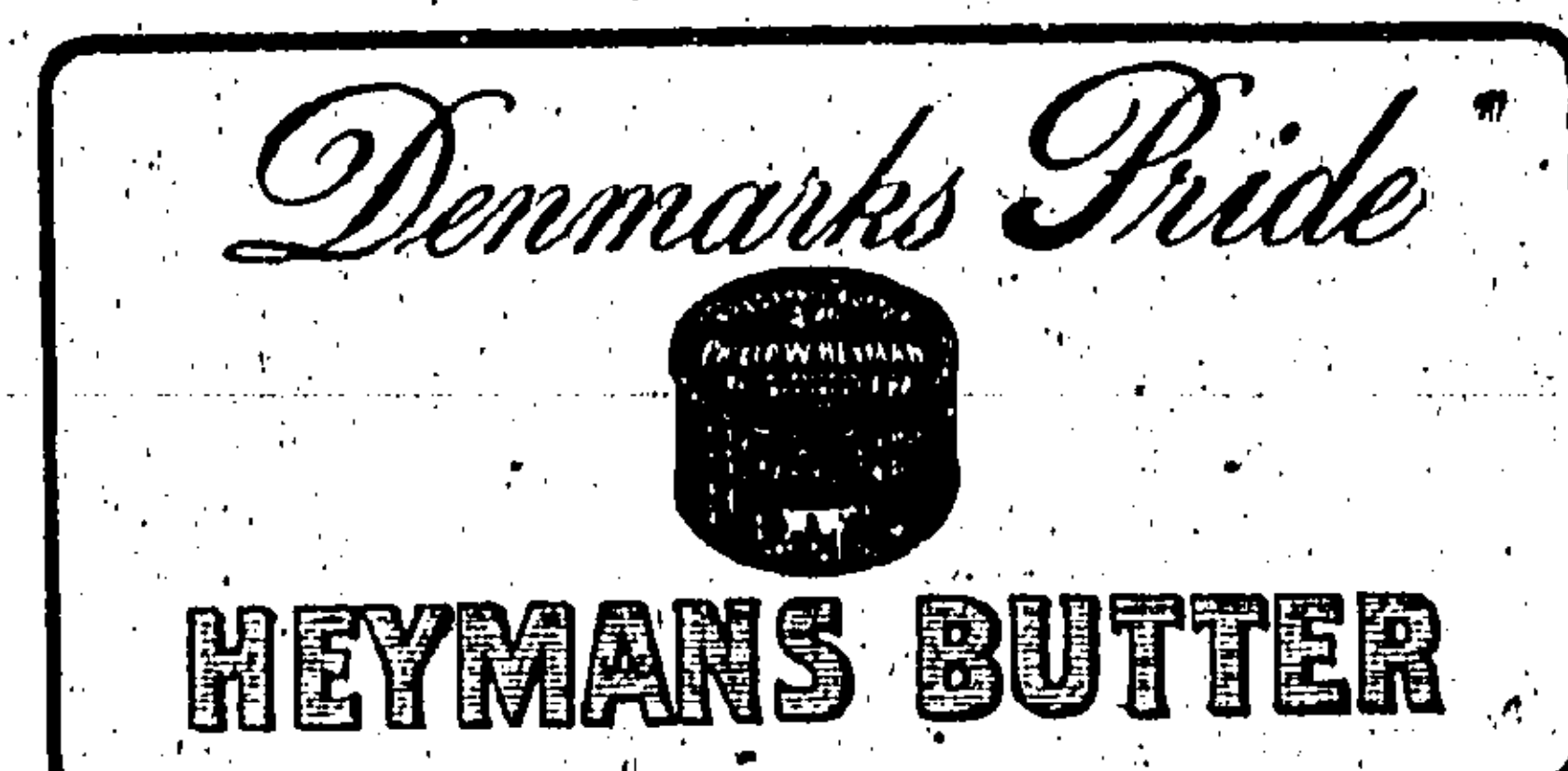
All cordially invited.

Hongkong, 6th September, 1910.

W. GALLAGHER, Manager.

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Intimations



STUMPSSEN & CO., Sole Agents.

[49]

NEW SHOP!
JUST OPENED!!DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OFRARE JEWELS,
&c., &c., &c.MOHIDEEN &
CO.Dealers in
CEYLON PRECIOUSSTONES, &c.,
38 & 40, QUEEN'S ROAD
CENTRAL.

HONGKONG, 13th May, 1910.

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NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the
rate of Subscription to the Hongkong
Telegraph (daily and weekly issues) will be as
follows:-

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, pro-
portional. Subscriptions for any period less
than one month will be charged at for a full
month.The daily issue is delivered free when the
address is accessible to messengers. Post
subscribers can have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.20
per quarter is charged for postage.The postage on the weekly issue to any part
of the world is 30 cents per quarter.Single Copies: Daily, 10 cents; Weekly,
20 cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary
subscribers at any time.By Order, THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1908.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 15 minutes
 10.00 a.m. to 11.00 a.m. ... Every 15 minutes
 11.00 a.m. to 12.00 p.m. ... Every 15 minutes
 12.00 p.m. to 1.00 p.m. ... Every 15 minutes
 1.00 p.m. to 2.00 p.m. ... Every 15 minutes
 2.00 p.m. to 3.00 p.m. ... Every 15 minutes
 3.00 p.m. to 4.00 p.m. ... Every 15 minutes
 4.00 p.m. to 5.00 p.m. ... Every 15 minutes
 5.00 p.m. to 6.00 p.m. ... Every 15 minutes

NIGHT CARS.

4.45 p.m. and 9 p.m. ... Every 15 minutes

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
 9.00 a.m. to 10.00 a.m. ... Every 15 minutes
 10.00 a.m. to 11.00 a.m. ... Every 15 minutes
 11.00 a.m. to 12.00 p.m. ... Every 15 minutes
 12.00 p.m. to 1.00 p.m. ... Every 15 minutes
 1.00 p.m. to 2.00 p.m. ... Every 15 minutes
 2.00 p.m. to 3.00 p.m. ... Every 15 minutes
 3.00 p.m. to 4.00 p.m. ... Every 15 minutes
 4.00 p.m. to 5.00 p.m. ... Every 15 minutes
 5.00 p.m. to 6.00 p.m. ... Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and 12.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,
One Corner Road Central.JOHN D. HUMPHREYS & SON,
General Managers.

[108]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CARPENTRY, MILLINERY AND ART DECORATORS,

from Shanghai, have re-opened their

FURNITURE STORE

at

No. 19, DES VOGES ROAD CENTRAL.